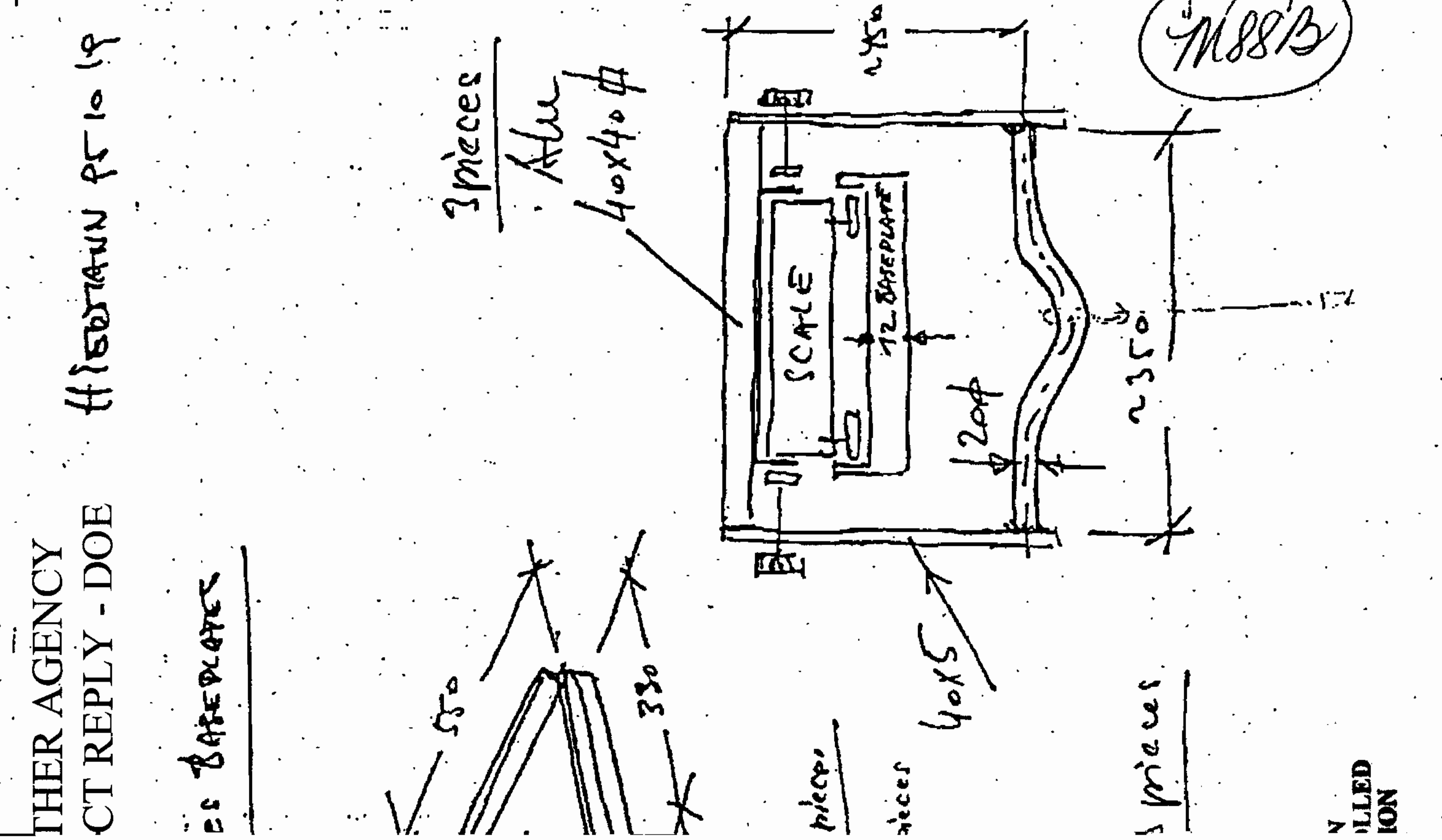
D000 14024

For documentation: support structure for scales

M88B



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#105

(M89)

U.S. Spent Fuel Team, Wednesday 1/31/96

To: Cherie Fitzgerald, U.S. Department of Energy, NN-42
Fax: 1-202-586-2323 Phone: 1-202-586-8525
From: Dick Libby. DOE On-Site Monitor 2 Pages
Fax: 850-2-381-2473 Phone: 850-2-381-4423

Visibility in the pool today was better, and underwater operations were undertaken. The CenTec hoses and tools were moved out of the way into pool 2. The CenTec skid was freed for moving it into its next temporary position, which will allow vacuuming underneath its current location and the placement of caning stations and several of the storage racks. Miscellaneous tools were moved, also into pool 2. We are now prepared to either retrieve the loose fuel rods and place them in their proper baskets or move the CenTec skid after its new location has been swept with the Tri-Nuclear rolling head. We had hoped to do some vacuuming, but the Sandpiper pump was frozen (i.e., ice). A heater was positioned to thaw the unit.

We met with Chief Engineer Li this morning and discussed the day's activities (much like the previous several days). I did fill him in on the latest information on boiler shipping data (Cherie indicated Thursday, February 1 as shipping date). I indicated that Tom Grim would have the latest information. I also mentioned the posibility of a joint meeting with the IAEA to discuss measurement procedures. He indicated that he would like to meet separately with the IAEA. In a later meeting in the afternoon, Chief Engineer Li indicated that he would feel more comfortable if Jim Viebrock were present for a three-way meeting, so he would like to postpone these talks until Viebrock arrives. → 2/6 → Ken Q. will be there too.

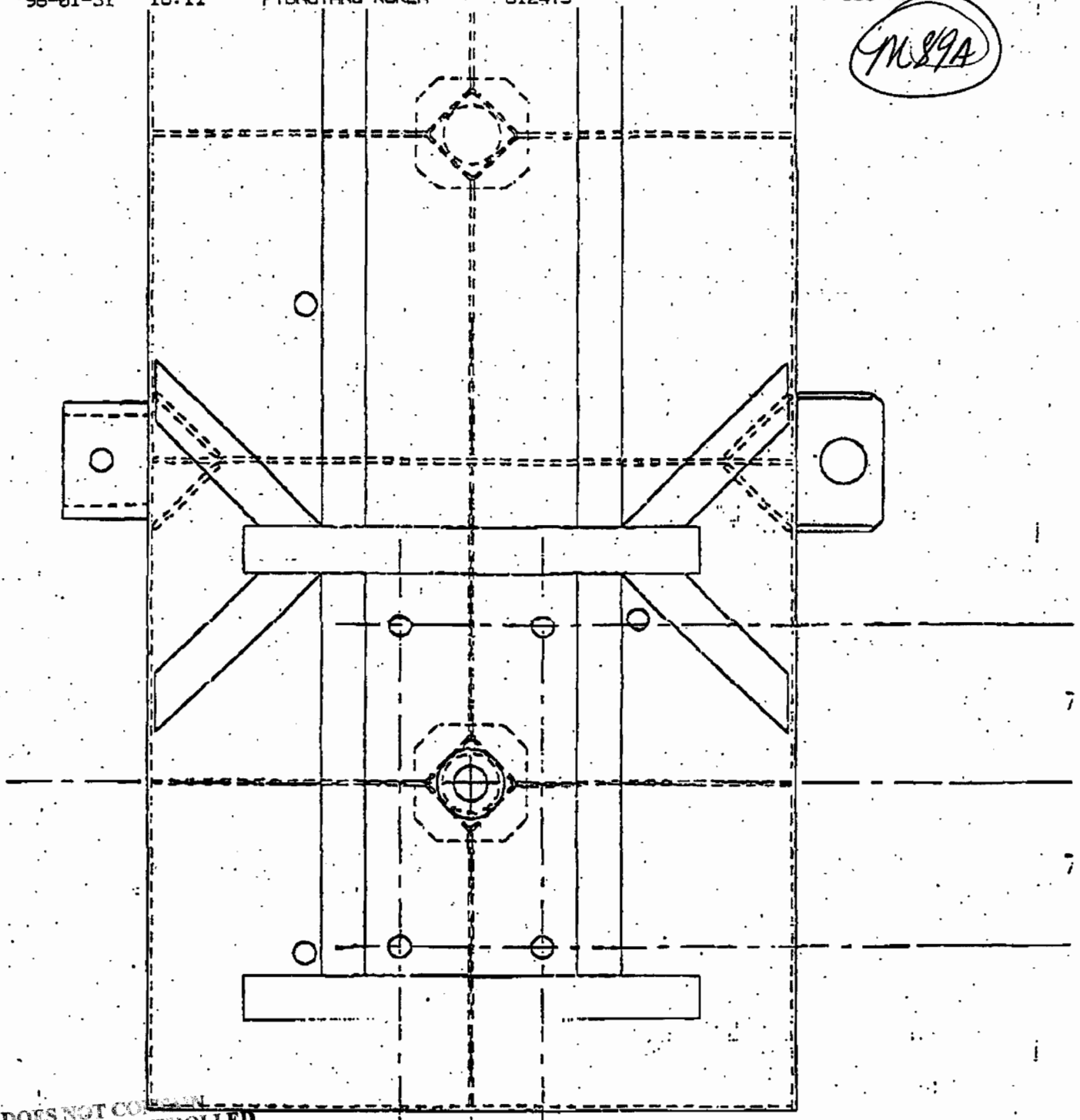
The Chief Engineer requested a demonstration of the tool to be used to remove the locking pins at the bottom of the storage racks (NAC Drawing 39). He wanted the crane to move over the rack, holding the tool, and for the operator to then remove a locking pin/bolt. We planned to do this test at 2:00, but were unable to prepare for it, so we postponed the test until tomorrow.

I have been thinking about the placement of the canning stations in the pool. I believe it would be worthwhile to place the first canning station and perform a test (with actual fuel) before commiting all four stations to the pool. If changes needed to be made, it would be much easier to change uncontaminated equipment. Although we have discussed it some at the site, it is not clear what the impact to the schedule would be.

Butch and Jeff welded all locking pins on the end racks (34 of the 44 positions). They should be able to finish in the morning. George is deciding how to mount the IAEA gamma collimator and scale so as to make for efficient work flow. John Newey arrived safely this afternoon, as scheduled. He indicated that Zen would be bringing parts for the MUD in early February.

U.S. spent fuel team (DOE) weekly summaries

M&IA



BOTTOM VIEW OF RACK

LOCATION OF PINS ARE TYPIC. WITH RESPECT TO EACH POST CENTERLINE

3.2

3.2

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7490

U.S. Spent Fuel Team, Thursday, 2/1/96

OHRON

To: Cherie Fitzgerald, U.S. Department of Energy, NN-42
Fax: 1-202-586-2323 Phone: 1-202-586-8525
From: Dick Libby. DOE On-Site Monitor
Fax: 850-2-381-2473 Phone: 850-2-381-4423

Visibility in the pool today was better than yesterday, so more underwater operations were undertaken. Neal first made a map of the pool showing areas of sludge (primarily around the perimeter of the pool) which still need to be picked up. The map also showed the locations of loose fuel elements (at least 11-1/2 could be clearly identified) as well as a number of fuel rod end fittings and a disc. The Sandpiper pump had thawed during the night, so the Tri-Nuclear brush head was used to clean the corner where the CenTec skid was to be moved. In the afternoon the skid was moved; the attached hoses were coiled and placed on top of the skid. It should be much easier to move next time. The heater was left on the Sandpiper to ensure that it didn't freeze up again.

In the morning meeting we again discussed the demonstration of the tool to be used to remove the locking pins at the bottom of the storage racks (NAC Drawing 39). After additional discussion, the reason for the test was clear. The Chief Engineer was under the impression that the tool would be used for canister retrieval (with canisters in the racks) in the event of canister leakage. The safeguards poles would be removed to allow access by the bridge crane. He was under the impression that Mr. Viebrock had agreed to this. We assured him that the tool would not work with fuel canisters in the racks; that this would defeat the safeguards features of the racks. Rather, the tool was designed for a one-time disassembly when the racks were to be removed at their end-of-life. Since the crane hook is higher than we thought, the racks could be removed from the pool with the poles attached, and the poles removed with shorter tools. Leaking canister retrieval would be performed using the overhead crane and the canister grapple after removal of the safeguards seal and plate.

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I hope you have been discussing the possibility of testing the first canning station with

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CHRON

U.S. Spent Fuel Team, Friday 2/2/96

To: Cheric Fitzgerald, U.S. Department of Energy, NN-42
Fax: 1-202-586-2323 Phone: 1-202-586-8525
From: Dick Libby, DOE On-Site Monitor
Fax: 850-2-381-2473 Phone: 850-2-381-4423

The pre-filters in the water treatment system needed to be changed. Mr. Li agreed that they would be drained starting in the morning and that as soon as they were dry (either this afternoon or tomorrow morning) the change-out would begin. Later, John indicated that the drain line had frozen; a heater was positioned in the spent fuel building to thaw the line. In the mid-afternoon the filters were changed. John indicated that the change-out went well and that Bob had done a good job in training the operators in good work procedures.

Mr. Li had a problem with the fact that the locking pins being placed in the racks were not as specified in the NAC drawing. The reasons for the change (two bolts in corners and reversal of dimensions) on all end (south) positions were discussed. Mr. Li was upset that these minor changes were made (at the suggestion of the IAEA) without his explicit approval. We must emphasize that all changes requested by the IAEA must be approved by Mr. Li. The movement of fuel into baskets was discussed. Shelton mentioned he had discussed with the IAEA placing all loose rods into a single basket. This also upset Mr. Li. He indicated that he would supply a list of baskets into which the loose fuel rods were to go. Since Mr. Li is the master of the fuel, he will decide how they are to be picked up and stored.

We also continued our discussion of "Tool 039" use and design. Mr. Li again indicated that he could only accept a design which would allow him to access the fuel canisters as needed with the bridge crane. We again indicated that the tool design was not capable of being used to remove safeguards poles with canisters in the racks and that this would defeat the safeguards purposes of the poles. The discussion ended with both sides agreeing to further research the removal of canisters and poles. I suggested a demonstration of the portable canister grapple either on the long-handled tool or hanging from a crane hook. George performed this test after lunch. The final two locking pins were welded into the last storage rack in the morning. Canning station assembly continued until the overhead crane broke amid a shower of sparks about 3:00. Apparently an electrical shoe powering the crane broke. Butch welded the piece. Power was out in the building, so all work had to stop. Power was out at the guest house, too.

Bob Flournoy and Tom Shelton left the site at noon today. We await the arrival of Jackson and Grim tomorrow. Mr. Kim indicated that China Air indicated a shipment would be arriving Monday. We assume this is the boiler. Please advise as to package numbers, sizes and weights. I will call Cheric at 7:00 AM here (5:00 PM EST).

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DOE OFFICE OF CLASSIFICATION HS-93
DR DATE: 1/29/2004
T. Sieler

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02/05/96 08:32 ☎202 586 2323 DOE - NN-42 →→→ V CAROTENUTO ☑004/006
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108 9192

CHRON

U.S. Spent Fuel Team, Saturday 2/3/96

To: Cherie Fitzgerald, U.S. Department of Energy, NN-42
Fax: 1-202-586-2323 Phone: 1-202-586-8525
From: Dick Libby. DOE On-Site Monitor 3 Pages
Fax: 850-2-381-2473 Phone: 850-2-381-4423

In the morning we had another power outage. At the guest house it lasted until about 7:15 AM. Power was still out at the site, however (except for our diesels, which continue to run well). The power came back on before 10:00. The overhead crane was running again, and the drive shaft was placed on the canning station at the west end of the pool. On the way back to pick up the hot water pipe the crane broke, again. Once again, Butch welded the same shoe as yesterday (his weld from yesterday didn't break, but other places on the shoe did). As with yesterday, once the crane went down, power was cut to the entire spent fuel area to allow crane repairs. This prohibited almost all activities planned for the pool area.

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